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CBW

Coach and Bus Week

The PSV industry's news weekly • 13 July 1996 • Issue 226

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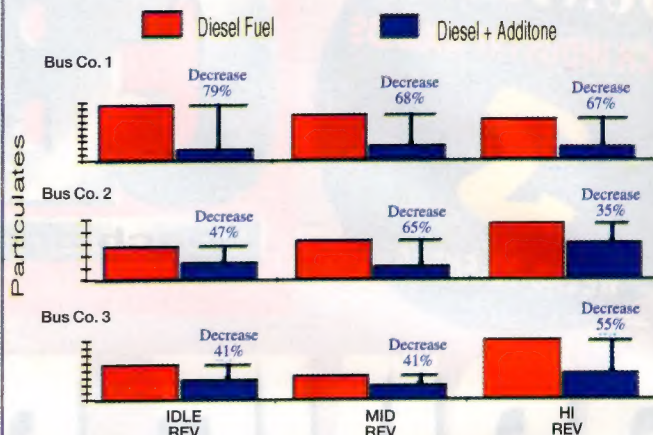
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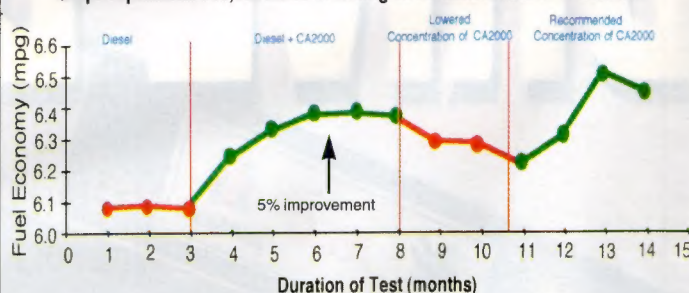
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Question of duty

WE share Stagecoach's angry reaction to *World In Action*'s programme last week (*CBW*, 6 July).

There is no denying that Stagecoach has been accused of using some dubious tactics to defeat the opposition in a small minority of locations. Its palpable defence at the time was that it was anxious to combat the long-term problems caused by poor-quality bus services, rather than force companies into insolvency.

But the protection offered by the Office of Fair Trading was not worth much more than the paper it used, and considerably less than the OFT's executive salaries. Its long-considered bleatings came too late to save Darlington Transport, to name but one company. And that was just one story *World In Action* missed.

One it thought it hadn't missed was the less than startling revelation that Stagecoach has been claiming its Fuel Duty Rebate (FDR). According to *World In Action*, this is a subsidy too far for Stagecoach. It neglected to mention that FDR is a simple reclamation of tax, almost indistinguishable from VAT in that respect, and reclaimable by every bus operator in the UK. Indeed, it could be argued that, without FDR, many small bus companies of

the type *World In Action* had clearly set out to defend would suffer insolvency much more quickly than Stagecoach.

By drawing public attention to FDR in such a biased way, *World In Action* may have jeopardised public opinion against it, and that would be a disservice to public transport and its customers. It is certainly a disservice to Stagecoach to suggest its claiming of FDR is in any way an impropriety.

FDR is, as you will read in this issue, a vital weapon in the armoury which may ultimately re-establish the bus as the city's transport system, and simultaneously relieve congestion and pollution. It may be a subsidy, but FDR is certainly not a free gift. FDR is a cost-effective way of ensuring low fares and/or attractive bus services, and its removal is too environmentally costly even to contemplate.



Mike Morgan
Editor

events

2-6 September: The 24th European Transport Forum, Brunel University, Uxbridge, London. Details from PTRC on 0181 741 1516/fax 0181 741 5993

14-15 September: UK Bus Driver of the Year Final, Princes Parade, Blackpool. Details from Margaret Buckley, Bus and Coach Training Ltd, on 01923 896607

16 September: Coaching For Pleasure Day, Legoland, Windsor. Details from Derrick J Alsop, tel/fax 0115 973 2260

22 September: Amberley Museum Open Top Bus Show, Houghton Bridge, Amberley, West Sussex. Details from Howard Stenning, tel 01798 831370, fax 01798 831831

1-3 October: Expocoach, Hall 3, NEC, Birmingham. Contact show manager Mark Griffin on 01926 888123, fax 01926 888004

17 October: Buses World-wide meeting, Fred Tallent Hall, Drummond Street, London NW1. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants, GU13 9HE

21-22 October: CPT annual conference, The Park Hotel, Cardiff. Details on 0171 831 7546/fax 0171 242 0053

21-24 October: Mitcar, Paris, Porte de Versailles, details on 00 33 1 41 29 97 27 fax 00 33 1 41 29 96 68

23-27 October: Autobus Rai 96, MECC, Maastricht, Holland. Details, tel 00 31 20 549 1212/fax 00 31 20 646 4469

5-7 November: GNSS 96 — Global Navigation Satellite Systems Conference, The Church House Conference Centre, Dean's Yard, Westminster, London SW1P 3NZ. Details from The Director on 0171 589 5021/fax 0171 823 8671

5-10 November: Bus 101, Hallen, Kortrijk, Belgium. Details from Mieke Glorieux, Bus 101, Motestraat 41, B-8800 Roeselare, Belgium, tel 00 32 51 22 60 60/fax 00 32 51 22 92 73

23 November: CBW Coach Industry Awards, Purbeck Hall, Bournemouth. Entry forms must be returned before 31 July. Details on 01733 467139



All stars: Lingfield pupils with TV's Tony Hart

Bus

School's in for Summer

AMERICAN-style school buses help a Surrey primary school beset with parking problems and traffic congestion. British Bus subsidiary London & Country pioneered a free door-to-door service for Lingfield Primary during the Summer term and demand required a second bus. Each seatbelted vehicle has escort and mobile phone. The school responded with road safety initiatives, including poster competition with prizes presented by TV personality Tony Hart. A permanent service is expected for next term.

Bus

Vehicle used for pupils had faulty brakes and steering

AN Edinburgh sheriff has deferred sentence on Heather Travel, which ran a defective school bus stopped last December. The 53 seater run by the Dalmeny company had defective brakes, steering and exhaust, and had no tax disc or MOT. The traffic commissioner revoked the firm's O-licence and banned the owner from holding one indefinitely.

Coach

Lang threat puzzles National Express



"SORRY, YOU CAN'T HAVE A LONDON COACH RETURN. HOW ABOUT A FLIGHT FROM EAST MIDLANDS?..."

Bus

CPT wants full fuel d

'Only option open to Government if

A FULL fuel duty rebate is being sought from Ken Clarke by the Confederation of Passenger Transport.

CPT's 1996 budget submission to the Treasury makes a case for a return to the full refund of duty, as was the case before 1993. It is, says CPT, the only option

by Mark Williams

open to the Government if it is sincere about its public transport policies.

The report says that local bus operators' fuel tax contribution has risen from £23 million to £87 million in four years. If the Government continues to increase tax at five

Bus

'Old hat, old tat' says Stagecoach

STAGECOACH is examining libel issues after Granada TV's World In Action programme (CBW, 6 July). The documentary accused the company of using strong-arm tactics to force small bus operators out of business and profiting from Fuel Duty Rebate. However, it was dismissed by Stagecoach spokesman Jack Irvine as "old hat, old tat, and as cold as yesterday's mince."

NATIONAL Express says it is "puzzled" by trade secretary Ian Lang's insistence that its acquisition of Midland Main Line and its parallel coach services may constitute a monopoly.

At the advice of the Office of Fair Trading, Mr Lang has threatened to refer NatEx to the Monopolies and Mergers Commission if it doesn't close or sell its coach express services from Derby, Leicester, Sheffield, Chesterfield and Nottingham into London.

"We do not believe that operating coaches and trains in parallel is likely to operate against the public interest because the barriers to entry in the coach market are very, very low," said

NatEx finance director Colin Child. "The danger is that, far from increasing competition, this will eliminate it."

NatEx is believed to have made inquiries about monopoly issues between rail and coach before submitting its bid, and entered further discussions afterwards: "We were a little surprised with the announcement, as we thought the discussions were ongoing," said Mr Child.

NatEx is now believed to be negotiating a compromise, though it has admitted turnover from the coach routes is "negligible" in comparison to the £128 million revenues expected from MML.

return to duty rebate

it's sincere about transport policies'

per cent above the rate of inflation, it calculates operating costs will rise four per cent next year, with a similar effect on fares.

"Since 1993, buses have become, as it were, inadvertently caught up in a tax structure which is more appropriate for private road transport," says a first draft of the CPT report.

"Operators of local buses have been required to meet a growing share of a duty whose level has been increasing in real terms at a rate five per cent above inflation.

"If the Government really means to encourage modal shift to public transport, it has to concede that the 1993 policy of increasing fuel duty at

the same rate as that of fuel duty for cars was ill-conceived and must be reversed."

The CPT also considered 'red' diesel, a blanket all-vehicle duty rebate, environmental rebates based on vehicle type, and freezing the duty payable at its current level.

But to cover the cost of its preferred option of total duty rebate, it calculates the Government would have to levy only an additional 0.3p per litre on car fuel.

● Is FDR constructive or divisive? Could your company manage without it, and how would you spend any additional rebate? Let us know your views by phone, 01733 467140, or fax, on 01733 467154.



Teamwork: Capital and Kässbohrer staff line up for the handover

▼ Coach

It's fifty fifty at Capital

THE fiftieth Kässbohrer Setra 250 has been delivered to Capital Coaches... and is coincidentally the company's fiftieth Setra.

The air-conditioned 53-seater was among an order of six 250s for which Capital part exchanged three 1987 215HRs and the three 215HDs — the first air-conditioned Setras delivered in the UK, way back in 1984.

"That underlines why we like them," said Capital's operations director Paul Cowell. "One of the HDs has only had one driver and it looks and performs the way it did when we bought it. We expect Setras to have an eight to 10-year fleet life, with a re-

trim midway through."

The 250s have already surprised Mr Cowell with their fuel consumption — managing up to 12 miles per gallon: "That's better than the five we had last year," he said.

"We don't go for massive mileage in them because they're mostly used on airport work... they average between 40,000 and 50,000 miles a year."

Heathrow-based Capital now has 22 Setras, the biggest fleet of them in the UK, dovetailed into its total fleet of 157 vehicles.

● Where can you get 15, identical second-hand buses? Capital Coaches offers a tip on Page 6...

▼ Coach

Death blaze: man charged

A MAN has been charged with arson and manslaughter in connection with a coach fire from which a man's body was recovered.

The blaze, which gutted the vehicle, run by Kues Coaches of Birmingham occurred as the coach was approaching Lymm in Cheshire, carrying 47 racegoers returning from Haydock Park.

The dead man is believed to be a 28-year-old

Asian from Handsworth on a trip organised by Sandwell Borough Football Club.

Witnesses said the fire appeared to have started in the toilet. The remaining 47 passengers escaped injury, except for some who had burns on their hands as a result of an attempted rescue.

The man charged has been named as Mark Andrew Wellbourne from the West Midlands.

▼ Bus

Driver had heart attack

THE CMT bus driver who died last week after chasing a gang of youths who had stolen his takings has been found to have had a heart attack, and a head wound as a result of falling down. Harry Oakley, 45, had chased the gang 400 yards after they'd taken no more than £9. Police have detained at least one youth for questioning.

▼ Coach and Bus

Traffic area details out

THE DoT has released details of the change of the Traffic Area boundaries to produce six from the current eight (CBW, 22 June).

The new Scotland and North of England Traffic Area Office (TAO) will comprise Scotland, Cumbria, Durham, Northumberland, Tyne and Wear and the Cleveland council areas, HQ Edinburgh. Northern TAO would comprise N, S and W Yorks, Lancashire, Merseyside, Greater Man-

chester, Cheshire, and the former Humberside council areas, HQ Leeds.

All Wales and West Midlands TAO will comprise Wales, Derbyshire, Warwickshire, W Midlands, and Hereford and Worcester, HQ Birmingham. Eastern TAO will be the present Eastern area and Nottinghamshire, HQ Cambridge.

South Eastern and Metropolitan TAO and Western TAO will be unchanged. **CBW**

◆◆◆ INSIDE TRANSIT THIS WEEK ◆◆◆ INSIDE TRANSIT THIS WEEK ◆◆◆ INSIDE TRANS

News

National Express may be looking for an operator to take over coach routes between London, Derby, Leicester, Nottingham, Chesterfield and Sheffield before long as questions are

asked about its transport monopoly following its acquisition of the Midland Main Line. A rail boss is anxious to talk to bus operators about feeder services, joint products and ticketing deals, and Stagecoach comes to the

end of the road in its battle with the MMC. Leeds businessmen give the thumbs down to plans to restrict plans for one-person, one-car travel, and voluntary rural transport could be in for a boost.

Plus

How the big-bus group shares have performed, analysis of tender results from Kent, and a full and in-depth look at the FirstBus year-end results. The subscription form is on page 43

In brief

Winding up

THE final winding up of liquidated Liverpool company Arena Coaches will be on 1 August. The Speke firm went bust this Spring, owing Barclays more than £30,000. The small balance after administration has been absorbed in liquidators' fees.

Air-con fitted

SCOTTISH operator Silver Coach Lines has had its three, new Toyota Caetano Optimos factory-fitted with MAC-Hispacold air conditioning. The system, controlled by a simple keypad, uses the Optimo's existing ducting, and sites the condenser on the offside behind the front wheels.

London demo

THE Metropolitan Police Coach Advisory Service has warned of today's (Saturday, 13 July) 'reclaim the streets' demonstrations in Liverpool Street, London. They may include impromptu scaffold towers and on-road sandpits! Tomorrow (Sunday) 25,000 will be taking part in Cadbury's Strollerthon from Battersea Park

Deaths rise

DRIVECARE UK claims commercial driver deaths were up 24 per cent last year. The Blyth Road, London firm says its DriveCare rear window stickers — giving a number on which the public can report poor driving — can make heavy vehicle drivers more aware of their responsibility.

School call

TRANSPORT Secretary Sir George Young has backed calls for more children to get to school on foot or bicycle. Statistically, school journeys account for 16 per cent of rush-hour, morning traffic, but a new scheme, Safe Routes to Schools, aims to reduce this figure.

▼ Coach and Bus

Steady as she goes

Swings and roundabouts but sales totals level up

By Mike Morgan

HALF way through the year and coach registrations are up by one per cent, bus registrations are down five per cent, bringing the year-to-date figures within 2.4 per cent of totals at the end of June 1995.

Paradoxically the number of vehicles registered in each of the two sectors during June reversed the trends shown by the half-year figures. Coach registrations fell from 82 to 76 during the month when bus figures jumped by 21.

Nevertheless the latest figures supplied by the Society of Motor Manufacturers and Traders show that the combined table for coach and bus registrations are still below the 1995 level. However, the total number of new full-size PSVs that went on the road last month is up by six per cent.

Within these totals the market leader, Volvo, has slipped from 45.2 per cent market share to 44.5 per cent as a consequence of a 15 per cent fall in its bus registrations — though it has increased coach market dominance from 52.5 per cent to 55.2 per cent.

Dennis stays in second place in the coach and bus league, having registered almost identical numbers in June. However, its year to date figures are

COACH AND BUS REGISTRATIONS

	June		Year to Date			
	1996	1995	1996	%	1995	%
Volvo	121	100	919	44.5	959	45.3
Dennis	75	74	560	27.1	593	28.0
Scania	9	14	191	9.3	172	8.1
Optare	32	11	121	5.9	78	3.7
DAF Bus	14	11	92	4.5	105	5.0
Bova	3	9	35	1.7	34	1.6
Others	13	33	146	7.0	174	8.3
Total	267	252	2064	100	2115	100

COACH REGISTRATIONS

	June		Year to Date			
	1996	1995	1996	%	1995	%
Volvo	31	23	521	55.2	490	52.5
Dennis	18	9	122	12.9	113	12.1
Scania	2	11	96	10.2	108	11.6
DAF Bus	12	4	65	6.9	57	6.1
Bova	3	9	35	3.7	34	3.7
Others	10	26	104	11.1	131	14.0
Total	76	82	943	100	933	100

BUS REGISTRATIONS

	June		Year to Date			
	1996	1995	1996	%	1995	%
Dennis	57	65	438	39.1	480	40.6
Volvo	90	77	398	35.5	469	39.7
Optare	32	11	121	10.8	78	6.6
Scania	7	3	95	8.5	64	5.4
DAF Bus	2	7	27	2.4	48	4.1
Others	3	7	42	3.7	43	3.6
Total	191	170	1121	100	1182	100

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.

Source: SMMT

down by 5.6 per cent as its bus registrations have yet to regain the same volume as 1995. May witnessed a significant positive leap for Dennis but this was not sustained in June despite the Dart SLF heading towards its first 'century'.

Optare's low-floor bus, the Excel, has contributed to the improved fortunes of the Crossgate-

company's own-product registrations which have leapt by 55 per cent this year. Scania's bus market growth is not far behind at 48.4 per cent with group orders for British Bus and Go Ahead.

In another paradox DAF Bus registrations are up 14 per cent in the coach sector and down 43 per cent in the bus sector.

▼ Coach

Tune in to beat the jam

CAPITAL FM has launched 'live' traffic reports, giving up-to-the-minute information on M25 jams.

The radio station uses RAC's Travel News computer system, which ties Trafficmaster's network of 2,400 sensors to computer mapping to announce jams within minutes of them building up. Details of the length and speed of jams is also available.

Coach drivers can find Capital FM on 95.8, and use RDS/TA systems to interrupt normal listening with traffic reports.

▼ Coach and Bus

On-site training

APOLOGIES to wind-screen repair kit specialist Esprit, whose name was misspelt in our commercial feature (CBW, 29 June).

The company has also asked us to point out that training in the use of its £400-plus repair kit can be taken on-site as well as at its training centre in Newcastle-under-Lyme.

▼ Coach

Capital conundrum solved

AN airside contract which demanded 15, identical two-door buses left Capital Coaches of Heathrow in a quandary.

"The contract wasn't big enough to buy new, and I discovered you can't buy 15, identical second-hand buses in Britain," said Paul Cowell, operations director. Eventually he found exactly what he needed in the Far East, and is about to get the first of the Spanish-bodied, DAF-

engined vehicles on test.

Ironically, the Castrosua vehicles have been displaced from the Far Eastern operator's 650-strong fleet by British-built vehicles — a merry-go-round of bus travel in which each vehicle makes not one but two trips half way around the globe. "They should be just what we want," said Mr Cowell. "They've done very low mileage and have air-conditioning."



Paul Cowell: search

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VARTA
THE BATTERY EXPERTS

▼ Bus

Citybus has largest gas vehicle fleet

Ten CNG Darts join six retrofits

BRITAIN'S biggest fleet of gas-powered buses is now running with Southampton Citybus under the Eco Bus banner.

Ten purpose-built nine-metre Plaxton Pointer-bodied Dennis Darts powered by CNG-fuelled 150 bhp Cummins B-series engines have joined six retrofitted Darts in the Citybus fleet, meaning that 10 per cent of the company's local service mileage is now covered by gas buses. They follow the first purpose-built CNG bus for First-Bus earlier this year.

By Mike Morgan

Citybus managing director Ian Phillips said: "It is now 12 months since we placed our first CNG-powered Dart in service. Our experience this far has been very positive and encouraged us to launch this large-scale operation with support from British Gas and Hampshire County Council."

The Pointer bodies have strengthened roof structure to support the CNG storage tanks and British Gas has installed a gas station in the Citybus depot for overnight



Citybus Eco Buses refuelled overnight from British Gas depot station

fuelling. Mr Phillips said: "The most obvious features of the CNG-powered buses are reduced noise and an absence of visible exhaust emissions — both of which contribute to the quality of life in busy urban areas."

"CNG offers a dramatic reduction in emissions when compared with diesel. Sulphur and

particulates are virtually eliminated, while reductions in the order of 80 per cent are achieved in nitrogen oxides and non-methane hydrocarbons.

"I believe that buses have an important part to play in improving the urban environment. If they are to play this part to the full they have to be seen to be clean,

modern and pollution-free — which is what our new fleet achieves."

John Smith, managing director of Dennis Specialist Vehicles, said: "Urban pollution is a matter of growing concern and we are pleased to have been involved with Southampton Citybus in establishing a leading position in this field."

▼ Coach and Bus

Low-sulphur diesel subsidies introduced



Emissions research prompted the LT subsidy

LONDON Transport Buses and British Airways have simultaneously announced subsidies for switching to low-sulphur diesel.

London Buses' ongoing emissions research programme prompted the LT subsidy — the full price differential over 'normal' Derv — to be negotiated at the time of tender with operators.

The BAA Heathrow subsidy is around half the 3.5p/litre premium for the fuel and has already been adopted by all 250 of BAA's own airside and company vehicles.

Heathrow vehicles' annual consumption of diesel is a staggering 17 million litres, of which six million are bought by the airport itself. It's making

its subsidy available to all contractors with regular services into the airport.

"Diesel vehicles are actually responsible for 90 per cent of all road transport-related particulates," said Greenergy md Andrew Owens, whose company will be supplying the City Diesel. "Switching to CityDiesel immediately reduces pollution levels and visible smoke is virtually eliminated."

"We urge the Government to act now with financial incentives to allow low-sulphur fuels to be more competitive at the pump," he added.

One London contract operator said he felt the offer by LT was "papering over the cracks." He said many if not most operators had one fuel tank for both their LT

work and other commercial work, for which subsidy will not be available.

"That makes the arrangement complex or impractical. The nettle to grasp is that of alternative fuels such as CNG or LPG. I can't see many operators being able to take up the LT offer."

● LT emissions testing demonstrated reductions of around 40 per cent of particulates, 16 per cent less carbon monoxide and seven per cent less NOx. The addition of an Eminox/Johnson Matthey catalyst gave particulate reductions of 71 per cent, CO down a massive 78 per cent and total hydrocarbons down 65 per cent. Fuel used was Greenergy's City Diesel and Shell's Reduced Sulphur Diesel.



▼ Coach

'Dangerous' belts shock

They may be OK for coaches - claim

WARNINGS in the press about car seatbelts created near-hysteria in Wales... but experts say the belts are legal and may be perfectly safe.

The Belt Up School Kids (BUSK) campaign drew local newspaper attention to a number of school coaches fitted with Fiat belts, fully EU approved for cars, and claimed them to be illegal and potentially dangerous.

As a result of the press reports, one small, family coach operation removed £1,700-worth of the belts and planned re-

By Mark Williams

fitting the vehicles.

But one major manufacturer, who did not want to be named, said the belts — though expressly approved for cars — may reach coach standards, and the Vehicle Inspectorate confirmed it could not fail such belts in a safety check unless they were badly worn.

"Just because Fiat have got these belts approved for car use does not mean they are not suitable for coach use," said the industry expert. "That depends on where



Belts' suitability depends on various factors

they were designed to be anchored, among other factors."

A certificate of conformity supplied with the belts correctly identifies them and promises that they meet C&U regulations 46/47 if fitted by the company.

"As has been said before, certificates of conformity for retro-fitted belts may be worthless in

real terms," said the industry expert.

"The only certificate which would reassure me, if I operated coaches, would be a certificate of insurance."

Transport minister Steve Norris is due to meet BUSK and other interested parties on 15 July, when the 'loopholes' of his new legislation will be discussed at length.

▼ Coach

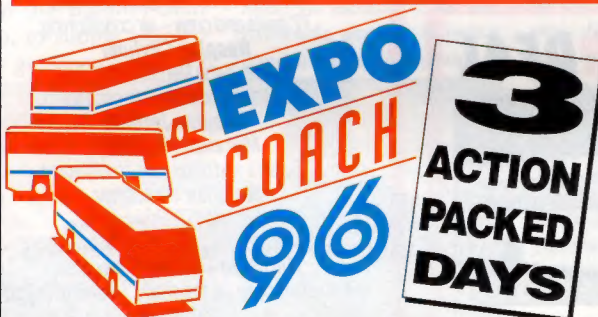
Green light for Jackie's Coaches

GLOUCESTERSHIRE company Jackie's Coaches has been given the green light again, after allegations it had put unsafe vehicles on the road.

Jackie's had been fined £600 in May after spot checks showed serious vehicle defects. It runs 10 vehicles, many on school runs, and the action led to the cancellation of some school contracts.

Deputy traffic commissioner for the Western Traffic Area, John Robins, said he was now satisfied the company was fit to run a service: "This is a good operator who had a difficult period that blotted its copybook," said a Jackie's spokesman. **CBW**

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SJ CARLTON

SECOND TO NONE

SJ SUPERDEAL



Scania Elite K113 Plaxton Paramount 3500, 1992, 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door. Central continental door, centre toilet, half rear emergency door, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, side curtains, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/PA system, repainted white 2 pack. MoT 13.09.96.

SJ SUPERDEAL



DAF SB3000 Van Hool Alizee, 1989, 49 seats, Webasto, drivers bunk, double glazed, foot rests, seat back nets, water boiler, fridge, curtains, carpets, wired for TV and video, sunken centre toilet, continental door, repainted white 2 pack. MoT 09.12.96.

SJ SUPERDEAL



Renault S56 Perkins, 1987 & 1989, automatic gearbox, Alexander body, 25 seats and 8 standees. Long MoTs.

SJ SUPERDEAL

DAF Van Hool LD SB2300, 1990, ZF 6 speed Splitter gearbox, 49 reclining seats, centre continental door, toilet, servery unit, double glazed, curtains, TV/video, radio/PA/cassette, interior brown/orange, exterior white/green. New MoT.

SJ SUPERDEAL

Volvo B10M Mk II Van Hool Alizee, 1989, 273 BHP, ZF 6 speed S690 manual gearbox, Telma retarder, exhaust brake, autolube, road speed governor, variable top speed limiter, ferry lift, plug entrance door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen drivers seat, courier seat, 53 reclining seats, **lap belts**, Radiomobile radio/PA system, 3 roof air vents, forced air ventilation. Choice of 3, retrimmed and repainted white. Variable MoTs.

SJ SUPERDEAL

Volvo B10M Mk III Van Hool Alizee, 1991, 273 bhp, ZF HP5000 automatic gearbox, internal retarder, ABS, road speed governor, variable top speed limiter, autolube, ferry lift, kneel facility, plug entrance door, centre continental door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen drivers seat, courier seat, crew compartment, 49 reclining seats, **lap belts**, brown/orange moquette, mid section servery/fridge, toilet, Radiomobile radio/PA system, 2 roof air vents, forced air ventilation. Choice of 2 brown/orange, repainted white 2 pack. Variable MoTs.

SJ SUPERDEAL



Setra Tornado 215 HD, 1982, MAN engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, centre sunken toilet with continental door, Webasto heating, Sutrak air conditioning, servery unit with water boiler, front mounted fridge, radio/PA/cassette system, 2 TV monitors and video, drivers bunk, drivers door with wardrobe and central locking, retrimmed and repainted white. MoT 06.12.96.

SJ SUPERDEAL



Leyland Tiger L10, 1989, Alexander service bus bodies, Cummins L10 ZF automatic, 55 seats & 24 standees, painted white. MoT 30.08.96

SJ SUPERDEAL

Leyland Tiger Plaxton Paramount 3500, 1987, 6 speed ZF gearbox, 51 reclining seats plus courier, grey/red moquette, maroon curtains, double glazed, o/s rear continental door, o/s toilet, TV/video, radio/PA, drinks, fridge. MoT 22.02.97.

SJ SUPERDEAL

Leyland Tiger Van Hool (H) Alizee, 1985, ZF 6 speed gearbox, 48 reclining seats and courier, TV/video, red/orange moquette, n/s floor mounted toilet, rear floor servery, fridge, (no continental door). MoT 01.03.97.

SJ SUPERDEAL

Setra S215H, 1982, Mercedes V8, ZF 6 speed gearbox, 53 reclining seats plus crew, Voith retarder, rear continental door, Webasto, radio/pa/cassette, wired for TV and video, livery white, maroon and black, interior blue seats, pink stripe, red curtains. MoT 30.04.97.

SJ SUPERDEAL

Volvo B10M Van Hool Alizee, 1988, ZF 6 speed gearbox, 52 reclining seats, air conditioning, blinds, double glazed, centre continental door, Webasto, centre toilet, radio/pa system, drinks, fridge, livery silver, grey/red. MoT 20.03.97.

SJ SUPERDEAL

Volkswagen L55 Optare City Pacer, 1988, manual gearbox, 25 seats, power door, auxiliary heater, livery blue/white. MoT 18.01.97.

SJ UPDATE

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▼ Cover story

Drive by wire

Conventional vehicle uses electronic guidance

By Mike Morgan

HANDS-FREE bus driving is one step closer with the demonstration of a drive-by-wire system fitted to an Optare Prisma-bodied Mercedes-Benz 0405 city-bus in Newcastle upon Tyne.

It's a world first for a conventional bus using an electronic guidance system. There are no high kerbs and the vehicle can be switched from normal driving to hands-free at the touch of an in-cab button.

CBW experienced the system at first hand on the Quayside test track, where speeds up to 50 mph can be achieved. The bus runs round a circuit which includes passing loops, S-bend and corners of radii down to 13 metres.

It follows two wires buried in the road surface with such accuracy that docking at bus stops can be achieved within an 8 mm tolerance.

In less than five months, this test circuit was constructed and the bus equipped. At the end of February 1996 Tyne & Wear Development Corporation (TWDC) awarded a contract to AEG, a Mercedes-Benz sister company within the Daimler-Benz group, to supply an electronic guidance system for

testing and demonstration purposes as a precursor to the proposed Riverside Transit System.

This project, jointly funded by TWDC and the European Union's LIFE fund, built on the guidance technology used successfully in the service tunnel transport system in the Channel Tunnel.



Antenna tracks wires

After fitting the system to the Optare Prisma, testing started in mid-May, with Stagecoach Busways providing drivers.

A comprehensive test programme to confirm the system's technical characteristics and to determine its suitability for the Riverside project is being conducted by independent

technical consultants, BAEeSEMA. AEG project manager, David Powell, told CBW that the tests had been highly successful and feedback from drivers encouraging.

It is intended that power for a fully operational system would be drawn from lamp-posts. Frequency generators create a magnetic field which is picked up from the two wires buried in the road surface by an antenna fitted under the front of the bus. As the position of the bus relative to the wires is fed to a computer, steering is activated through a separate hydraulic system.

Its accuracy is unnerving and the bus can be driven at comfortable speed, leaving the driver to operate brakes and accelerator.

At excessive speed a buzzer gives advance warning that the driver must slow down otherwise the vehicle is about to detach itself.

However, there is sufficient 'feel', enabling the driver to sense when the bus is being pushed to the limits of the magnetic adhesion. Once locked on to the magnetic field it is very difficult for drivers to take over the steering... the system retains control during simulated emergency stops.

Flexibility is one of the key advantages over kerbed guidance. A switch instantly disconnects the bus from the system, enabling the driver to negotiate obstacles or deviate from the route.

Testing included the angle of approach to the wires. Drivers soon learn the speed at which the system can be picked up.

Because electronic guidance does not rely on



Docking at bus stops within 8 mm tolerance

expensive infrastructure, Mr Powell expects it to offer cost advantages over alternative systems.

He says the technology lends itself to signalling and control techniques typically associated with light-rail systems. These can be as elementary as basic signalling or as ambitious as the two-way

transmission of data from on-board sensors and the relay of passenger information.

The next steps are to seek legal powers for the proposed route of the Riverside project under the Transport and Works Act and to put the operation of the service out to tender.

CBW



Hands-free operation at touch of a button



Switch to different frequency at passing loops

▼ Licence

No return tickets...

7 A COMPANY which has won a Home Office contract for the carriage of prisoners succeeded in obtaining a PSV operator's licence at a Birmingham public inquiry.

Premier Prison Services Ltd, of Centennial Court, East Hampstead Road, Bracknell, Berkshire, had applied for a new standard national licence authorising the operation of 12 minibuses.

Transport manager David Corbally said that the maintenance of the vehicles was being contracted out to Wincanton Transport. Nine of the vehicles would be based at Wednesbury

Mr Corbally said he was a former policeman and had experience of operating vehicles with Group 4

and three at Kidderminster. They were all specially constructed new vehicles.

Questioned by the West Midlands Deputy Traffic Commissioner Roger Seymour, Mr Corbally said he was a former policeman and had experience of operating vehicles with Group 4.

He undertook to have the vehicles inspected every six weeks, to use a flow chart to show when inspections were due, to introduce a nil drivers' daily defect reporting system and that no vehicle would be used until every safety-related defect had been repaired.

▼ Drivers' hours

Split service test case on



A CASE in which Carlisle Magistrates are being asked to decide what constitutes an extract from a duty roster, and whether a regular service longer than 50 kilometres can be provided by linking a number of local service registrations, thus avoiding the necessity to comply with the EC drivers' hours rules, has been adjourned until September.

Initially, Northumbria Motor Services Ltd, of 6 Portland Terrace, Jesmond, Newcastle upon Tyne, and Western Scottish Omnibus Ltd, of Nursery Avenue, Kilmarnock, were charged with failing to cause drivers to carry an extract from the duty roster. However, the prosecution sought leave to amend the charges of aiding and abetting drivers to fail to carry an extract from the duty roster.

Three Northumbria Motor Service drivers, Paul Guthrie, of Rolands Gill, Tyne & Wear; John Dean, Corbridge, Northumberland; and Peter Endacott, Prudhoe, Northumberland; and one Western Scottish driver, Alistair Carmichael, Dumfries, each face one charge of failing to carry an extract from the duty roster.

Prosecuting for the DoT Vehicle Inspectorate, Michael Fisher said that the case against the Northumbria Motor Services drivers was basically that on journeys between Newcastle and Carlisle they failed to carry an extract from the duty roster.

In the case of Western Scottish, it involved a journey between Dumfries and Carlisle.

The law surrounding the operation of such services was largely governed by EC Regulations. Those regulations required regular passenger services over



Court urged to look at each individual small

Northumbria and Western Scottish claim linked local service registrations

50 kilometres to have a service timetable and duty roster drawn up by the operating company. It had to be signed by someone in authority, show the name of the driver and the operating base, and schedule the periods of work for the current, preceding and following weeks. Each driver assigned to such a service had to carry an extract of the duty roster and the timetable with him.

Traffic examiners checked the four drivers at Carlisle Bus Station on 28 November. The prosecution were saying that the services were over 50 kilometres in length and therefore subject to the EC Regulations. The issues in the cases were, firstly, what constituted an extract from a duty roster? Each driver had a diary in which was shown his periods of work. The prosecution were saying that that was not an extract from a duty roster. Secondly, whether the

by Michael Jewell
journeys on which the drivers were engaged were over 50 kilometres? The defence would suggest that the journeys concerned were split into smaller journeys, and that the EC Regulations did not apply as the Court should look at each individual small journey.

Opposing the application to amend the summonses, Christopher Hough, defending both companies and Mr Carmichael, said the magistrates had to decide whether it was in the interests of justice to do so.

Both companies had been operating the services concerned since the 1930's. The Newcastle to Carlisle service had a potential 200 stopping places and had a journey time of over 2½ hours. The service had always been governed by the British domestic hours rules. In

1978 the EC Regulations came into effect, but under the road service licensing system, the Government allowed routes to be split. Separate licences had been held for the sections of route Newcastle to Hexham, Hexham to Haltwistle, and Haltwistle to Carlisle. Each of those stages was less than 50 kilometres, and the service continued to operate under the domestic hours rules. In 1985 the National Bus Company was privatised and various bits sold off, and there was no longer road service licensing. The company had to apply to the Traffic Commissioner for local registered bus services, and the Commissioner granted local service registrations with exactly the same split. Nobody thought that there was anything wrong with the arrangement until suddenly these drivers were checked at Carlisle Bus Station.

back burner

journey



ons are Domestic driving

It was a case of absolutely vital importance to the bus industry, said Mr Hough. Many operators operated services in this manner. The terminal points were taken as the service in question for the purpose of the EC Regulations. The Court's decision would have a profound effect on the industry. If such services moved from the Domestic hours regulations to the EC hours regulations, they would have to be re-timetabled.

There was more certainty about the domestic hours rules, which was exactly what operators wanted for these kind of services.

It would be better if the issue was decided by discussion between the CPT and the DoT. The situation was that the prosecution were now saying that something the two companies had been happily doing since the 1930's was now a criminal offence.

The sense of injustice felt was very considerable. They had been given no opportunity to put their house in order, or of discussing whether they even needed to.

The prosecution had accepted that the original charge against the two companies did not exist and were now seeking to amend. They should not be allowed to, said Mr Hough. It would be unfair on the defendants given the background and history. The prosecution were now alleging a completely different offence. Aiding and abetting was a considerably more serious offence than causing. All sorts of completely new issues were raised by the new charges.

In reply, Mr Fisher said the prosecution were not alleging a different offence but a different way of committing it. The Court had to look at the evil that was aimed at, which was the failure by the drivers to carry an extract of the duty roster.

Splitting the services was an artificial device, maintained Mr Fisher. He pointed out that the passengers could pay through fares from Newcastle to Carlisle, and that was clearly more than 50 kilometres. The prosecution view was that the services were bound by the EC Regulations and discussions would not make any difference. It was better for everybody for there to be a case where it was said operators could or could not split services in this way, and what constituted an extract from a duty roster. It would give everybody a certainty about what was required.

Granting the prosecution leave to amend the summonses against the two companies, the magistrates adjourned the case until September for trial.

▼ Licence

Pub punch-up 'not relevant'



ZAMIR Coaches, of Burton-on-Trent, succeeded in a bid for a new PSV operator's licence after the West Midlands Deputy Traffic Commissioner, Alan Catell, was satisfied that Andre Al Hamid would play no part in the business.

Mr Al Hamid's brother, Nasir Zamir, and his brother in law, Masaud Khan, trading as Zamir Coaches, of 190 Uxbridge Street, Burton-on-Trent, Staffordshire, had applied for a restricted licence authorising the operation of two minibuses.

In December 1993, the 14 vehicle licence held by Mr Al Hamid, trading as Burton Bus Co, was revoked by Deputy Traffic Commissioner Roger Seymour because he was not satisfied that Mr Al Hamid had adequate finance to maintain his buses in a safe condition, or tax and insure them properly. (CBW 25 December 1993.) Mr Al Hamid is the son of Mohammed Zamir, whose own 14 vehicle licence was revoked at the same time that Mr Al Hamid's licence was granted in July 1993. (CBW, 7 August 1993.)

At the commencement of a Birmingham public inquiry, Mr Cattell said that there were three matters of concern. Firstly, the accounts produced did not give sufficient information to establish that there was sufficient finance. Secondly, there was a conviction for assault recorded against Mr Zamir, which he had failed to notify to the Commissioner. Thirdly, there was some concern about the involvement of Mr Al Hamid in the operation.

After Mohsin Afsar, for the firm, had said that there were no convictions against the partners relating to motoring offences, Mr Catell pointed out the as Mr Zamir would be doing some of the driving, a

conviction for assault was even more relevant.

In reply to Mr Catell, Mr Zamir said they proposed running a private hire business and do some contract work for schools. He had not had any involvement in PSV work before. They did not have any vehicles at the moment. He proposed buying a 15-seater, something like a Mercedes-Benz, for which he was proposing to pay £8,000 to £10,000. The vehicle would be maintained by a commercial garage, with inspections being carried out at intervals of four weeks.

Mr Afsar said that Mr Zamir had lodged £15,000 in a client account with his firm, and he understood that Mr Zamir had further finance to match that. Mr Zamir worked for McVitt-

Mr Zamir gave an undertaking that Mr Al Hamid would not be involved in the business in any way

ties, earning about £200 a week, and Mr Khan was working part time as a hackney carriage driver earning £30 to £50 a week. Mr Khan might well be given a contract of employment and be paid for the work he did for Zamir Coaches. He was not necessarily a partner in the financial sense. He was in the business because of his good record and to help Mr Zamir as much as he could. Mr Khan was fully aware that as a joint applicant he would be fully responsible for what happened in the coaching business.

After Mr Catell had pointed out that Mr Zamir had estimated that the ve-

hicle would do 70,000 miles a year, Mr Afsar said that to start with he thought that 20,000 miles a year would be more realistic. They were going to start by doing some night-club runs and see what contracts they could pick up. There was planning permission for the coaches to be parked at 190 Uxbridge Street without any problems. Both Mr Khan and Mr Zamir proposed taking the CPC course.

Questioned about the conviction for assault in 1994, Mr Zamir said that the incident took place at a football match when he was playing for a local pub. A fight occurred between two players which he tried to break up. All three of them were convicted of assault. He thought the fine was about £250.

Conceding that the original application form had been completed by Mr Al Hamid, Mr Afsar said that Mr Al Hamid was now in Sheffield and had nothing to do with the business. He would have no influence on the business whatsoever.

Mr Zamir gave an undertaking that Mr Al Hamid would not be involved in the business in any way.

Mr Afsar said that Mr Zamir and Mr Khan were trying to set up a new venture and they understood their responsibilities in regard to maintaining vehicles.

Granting the application for two vehicles not exceeding 16 seats, Mr Catell said that he was satisfied about the financial standing and that the conviction for assault was not particularly relevant to the operation of public service vehicles. He was happy to accept the undertaking that Mr Al Hamid would not have any part in the business, and he wished the two men well in their new venture.

CBW

▼ Europe

Disney direct by rail

EUROSTAR has launched daily high-speed rail services direct to the gates of Disneyland Paris.

Specially-themed services on the passenger only services from London Waterloo and Ashford to Chessy Marne-la-Vallee — yards from Disneyland gates — take three hours.

Passengers using the once-a-day service at Waterloo will be able to use dedicated automated check-in gates and collect hotel keys, park passes and vouchers in the departures lounge. Passengers boarding at Ashford will be given keys, passes and vouchers on-board the train.

Children will be given a Disney fun pack containing a hat, 'passport book', stickers, games and puzzles.

Special catering and entertainment facilities can be arranged for group travel. Each train is given a Disney welcome at Chessy Marne-la-Vallee and luggage is transferred to hotels.

Although theoretically a competing service, Eurostar Disneyland direct does offer package



Specially-themed services run once a day opportunities for coach operators.

"At the end of the day, it's about bums on seats," said one leading UK coach operator.

"And it doesn't matter whether you take them to Waterloo, Timbuktu or outer Mongolia, if you can persuade them that your package is better, more convenient, better value than others."

Disneyland Paris is selling family packages from £129 per person, which includes return Eurostar train travel, two days unlimited park entry and one night's hotel accommodation with breakfast.

Non-package prices include a standard return for one adult and one child of £119 or £238 for a family of two adults and two children under 12.

The 18-coach, 770-seat Eurostar train leaves Waterloo at 9.23am (9.10am on Sundays), calls at Ashford at 10.23am before travelling non-stop to Marne-la-Vallee at 1.28pm. The return train leaves Disneyland Paris at 6.35pm and arrives at Waterloo at 8.39pm.

The new service will operate until 28 September. Eurostar says it will be re-introduced on a permanent basis next April.

▼ UK

Noel's op

OPERATORS may have the chance to get up, up and away with Noel Edmonds this Autumn when the TV personality hosts an open day for the coach tourism industry at Britain's first TV leisure park, Crinkley Bottom at Cricket St Thomas.

The park — on the A30 between Chard and Crewkerne, in Somerset — has been the base for Noel's Crinkley Bottom village for two years and has proved a popular day trip destination for groups from the Midlands and Wales.

Now Noel wants to

Crinkley Bottom's spe

by William Golden

give operators across the country an in-depth look at the attractions on offer and will host the coach operators' day on Sunday, 22 September. And weather permitting, one operator may get the chance to win a helicopter ride with him.

Stephen Taylor, Cricket St Thomas director, said: "We are putting together plans to show coach operators what Crinkley Bottom is all about. It really is a one-stop day out. There

▼ UK

Discover Yorkshire

Coach Tourism Council (CTC) operator members who want to find out more about the delights of Yorkshire still have time to book a place on the CTC's familiarisation trip to the county this Autumn.

The trip is from Friday to Sunday, 6-8 September, and includes visits to the Meadowhall shopping centre; the

Treak Cliff Cavern, in Castleton; Denby Pottery; the Royal Armouries in Leeds; and Chatsworth House. Accommodation will be in the Swallow Hotel, Rotherham.

More information from Margaret Palmer, of David Palmer Coaches, on 01924 895849 (fax 01924 897750).

▼ UK

Slower going to the West Country

COACHES heading for the West Country should be advised that work started at the beginning of the month on the M5 between junctions 18 and 19, near Bristol.

A contraflow will be in operation while work continues as part of a long-term project to strengthen, widen and reconstruct this section of motorway.

Mike Norcott, the Highways Agency

project manager, said: "The M5 is a popular holiday route to the south-west, so delays can be expected at peak periods.

"A 50mph speed limit, monitored by CCTV cameras, will be in operation and there will be a free vehicle recovery service through the contraflow.

The work is part of a £50 million contract which began in June 1995 and is

expected to be completed by the Autumn of 1998.

● STRUCTURAL problems have led to the temporary closure of part of Pierrepont Street, in Bath, which will cause congestion in the city centre, particularly in the vicinity of the abbey. Coach operators are being urged to avoid setting-down and picking-up in the centre and use the Avon Street coach park.

en house

cial day for operators

is so much to do and see here that coach operators and group travel organisers can make us the only stop on their itinerary."

There is discounted admission for parties, with one free entrance for every 20 paying visitors, plus special concessions for handicapped groups, schools, playgroups and mother and toddler groups.

Attractions include a water ride, a Beach-watch sea lion show, a scenic train ride and a



Host: Noel Edmonds

Chinese water garden.

☎ For more information about the open day, contact Mr Taylor on 01460 30755.



Time travel: Tony Farrell (left) presents the photograph to Bill Maxwell in front of the inaugural 1958 Wallace Arnold coach

▼ Europe

Partnership in the frame

A SPECIAL presentation has been made to Wallace Arnold by North Sea Ferries, the Hull-based operator, to mark the coach company's 30-year partnership.

Tony Farrell, North Sea Ferries' UK passenger sales and marketing manager, made the trip to Leeds to present a framed photograph to Bill Maxwell, Wallace Arnold's marketing director.

It shows Wallace

Arnold's recent 10-coach trip to Amsterdam — the largest number of one company's coaches on any sailing during North Sea Ferries' 30 years of operation — and was presented against a backdrop of the 1958 Wallace Arnold coach, which was the first to travel on the ferry operator's Hull-Rotterdam route in 1965.

Mr Farrell said: "We are delighted to have maintained such excellent relations with

Wallace Arnold for more than 30 years. The great success of the record 10-coach trip has encouraged us to get together to run a series of departures at the end of the year and early in 1997.

"I am confident that the Yorkshire public in particular will take advantage of what will be extremely competitively-priced programmes on our overnight cruises to Holland and Belgium."

CBW

▼ Europe

Spreading wings

ALBATROSS Travel Group, the Kent-based wholesaler, has spread its wings and opened a northern sales office. Alice Gibbs, who will be running the new operation in Buxton, Derbyshire, has extensive experience in the travel trade and has spent the last few years in wholesaling.

Operators can contact her on 01298 73747.



Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	17C/63F	Madrid	30C/86F
Athens	30C/86F	Oslo	13F/55F
Berlin	21C/70F	Paris	72C/72F
Brussels	18C/64F	Rome	24C/75F
Dublin	15C/59F	Stockholm	14C/57F
Lisbon	24C/75F	Vienna	25C/77F
Luxembourg	15C/59F	Zurich	22C/72F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.57	Luxembourg	0.43
Belgium	0.52	Netherlands	0.53
Eire	0.54	Norway	0.73
France	0.52	Portugal	0.46
Germany	0.51	Spain	0.46
Greece	0.42	Sweden	0.63
Italy	0.59	Switzerland	0.61

(Courtesy AA Roadwatch)

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	16.09 Sch/£	Italy	2,335 Lire/£
Belgium	47.30Bfr/£	Netherlands	2.58 Gld/£
Denmark	8.91 K/£	Norway	9.86 Nkr/£
Eire	0.95 Punt/£	Portugal	238 Es/£
France	7.75 F/£	Spain	193.40 Pta/£
Germany	2.3025 DM/£	Sweden	10.20 SKr/£
Greece	364.50 D/£	Switzerland	1.89 Sfr/£

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EC, Domestic or both?

Q A driver does five days on bus work and then works his rest day on a private hire. I understand that under mixed driving, we must not breach either the EC or the Domestic rules. Am I therefore correct in thinking that, on the day he operates the private hire, we must ensure that his daily driving and daily rest complies with the EC rules, but as he has only worked one day under EC rules his weekly rest period would come under the Domestic rules? Or must we ensure that his weekly rest also complies with the EC rules?

ED, Kent

a Mixed duties do generate difficulties in working out which rules apply at any given time, and consequently ensuring compliance with two sets of rules instead of just one. You are right on the basic point: at any time when a driver is driving he must be in compliance with the rules applicable to the type of driving he is doing.

Thus, on the days of bus work the periods of continuous driving can be longer, and the weekly rest entitlement less, than would apply to work falling in-scope of the EC rules.

However, on any day (or indeed, at any time) when work under the EC rules is being executed, it is essential that you and your driver can demonstrate that all of the EC requirements were met.

As well as the daily and continuous driving limits, this does also mean that the EC weekly rest periods have been (or will be) taken.

Consequently, in any week when even the slightest bit of EC work is done the driver must have a full weekly rest of 45 hours. Assuming that the driver is not working away from his home base, this can be reduced to 36 hours, subject to the normal EC rules on compensation, or even postponed until the following week as long as there are no more than 12 days between weekly rest periods.

While it might be possible to do 5 days on domestic work plus one on private hire in one week, or perhaps even for two or three weeks, you would then need a weekly rest of 45 hours plus the compensation which would by then become due.

Can I skip regulations?

Q I am only a small operator and I do not sell any package tours on a separate seat basis, but I run about eight private party group holidays or weekend packages a year for eight different organisers. Could I get the hotels concerned to charge the organisers an inclusive price and then pay me an agreed amount for providing the coach for the group and thereby avoid all the bother of the package travel regulations?

DM, Suffolk



a I doubt that the hoteliers would agree to do this, for it does not avoid compliance with the package tour regulations as such - it just passes the burden on to them. They would be selling a package at an inclusive price instead of you. I doubt the wisdom of trying to duck this responsibility, but if you are intent on doing so it might be worth explaining your situation to your local trading standards officer and asking whether, in his view, a package which is tailor made for a particular group is 'pre-arranged'. The point is that the package tour regulations only apply to pre-arranged packages which are sold at an inclusive price.

While you might get the TSO to accept that it was not pre-arranged (and therefore out of scope) when you sold the package to the group organiser, the onward sale by the organiser to the individuals in the group might be held to be pre-arranged. In other words you may just be passing the burden in the other direction, i.e. to the group organiser. However, dependent on the circumstances, the group organisers might be able to claim exemption, e.g. because they only organise holidays 'occasionally'. There are also special (more relaxed) rules relating to the use of trust accounts by persons not acting other than in the course of business (Regulation 21).

Questions on coach and bus operation should be sent to: Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 467154 Marksman will answer more questions on 27 July 1996

Coach and Bus Week ending 13 July 1996

Arresting problem

Q About two years ago, in answer to a question, you indicated how a driver could legally work an 18¹/₂ hour spread-over by having eight hours rest before he began work and then starting a new working day after he had taken four hours rest at the destination. I am now told that this is not legal. What is the situation?

BMcN, Tyme & Wear

a I remember the question and answer very well. The answer given was correct at the time it was written but almost simultaneously with its publication the European Court of Justice delivered a judgement which declared this sort of schedule no longer lawful. You clearly missed the corrections and explanation that appeared in CBW in the two weeks following that particular question and answer.

What the ECJ decision said was that where split daily rest is utilised, the major portion of it (at least eight hours) has to be at the end of a daily working period - not in the middle of daily work or before the work commences. Consequently, the maximum spread-over in a day is 16 hours (The maximum length of a working day of 24 hours minus eight hours of split rest). While this decision removed a considerable amount of flexibility from the hours rules, it should be remembered that it is still possible to start another working day less than 24 hours after the previous one commenced (as long as the working day contains a daily rest period).

It would, for example, be possible for a driver to start work in Newcastle at 0400 hours, and after only a short period of work to have three hours rest. He could then drive to London, taking an hours rest en route and have eight hours rest in London. This might finish at, say 2200 hours and would give him the 12 hours total rest necessary for split daily rest. At 2200 hours he could then, legally, start another working day to drive back to Newcastle.

A diary of disasters

Q I enclose a catalogue of disasters relating to a new coach I purchased from a now defunct dealer. I am proposing to publish this 'diary' and would welcome your comments.

PT, Essex

a What you have sent me is a truly lamentable story concerning a foreign body on a British made chassis for which no-one will accept responsibility for some hair-raising defects. My view is that you would be far better engaged in taking legal advice on recovery of damages from the manufacturers (who are both still in business).

I would take the (albeit unusual) step of actually seeking a prohibition at an off-the-road inspection and use it to aid my case.

CBW



From humble beginnings: Barnes celebrating 75 years

History of a village carrier

FROM a Packet of Pins is the title of a delightful book detailing 75 years of Barnes Coaches of Aldbourne.

Researched and written by Mark Child, the book covers the characters, events, vehicles and history of the company, including its enduring link with the Aldbourne Band.

The story has its roots deep in a service which for centuries was the Aldbourne community's lifeline - the village carrier.

Jimmy Martin was one of a long line of such carriers and

was occasionally helped by Thomas Dixon Barnes. In March 1920 Tommy Barnes took over and became the village carrier to Hungerford and Newbury.

Inevitable expansion into coaches followed and the company is now in the hands of third-generation Barnes, cousins Lionel and Terry. Last year, its 75th year, the fleet stood at 23 coaches.

● For a copy of *From a Packet of Pins* send £4 to Barnes Coaches, 15 The Square, Aldbourne, Marlborough SN8 2DU. Tel 01672 540330.



Just dying to see old London town

SAD to relate that the very first passenger on one of Sightseers London's new Van Hools (CBW, 6 July) died on the coach.

It was something of a shock to general manager Phil McMillan and MTL London md Iain Campbell to discover the stow-away on the coach shortly after delivery, not least because she was lying on the seat in a state of rigor mortis.

"There's a bird on the coach..." announced Mr McMillan, a Scot who, in his days at London Northern, seemed to have slipped into the London vernacular for 'woman' with consummate ease. "... with her legs in the air," he added with flair, raising a few eyebrows and causing a Van Hool UK technician to race across the yard to investigate.

Yours Truly performed the

burial rites, slinging the corpse haphazardly into the trees. It was a young, kamikaze robin, which had flown through the coach's open door.



Sightseers: a stiff on the seat

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1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF KS3000 Easishift Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
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1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R/Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
1992 J DAF MB230LT Van Hool Alizee 'H', 51R/Toilet
1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230LB Van Hool Alizee 'H', 51R/Toilet
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1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 53R
1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF SB2300 Duple 340SL, 53R
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1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
1989 F DAF MB230 Van Hool Alizee 'SH', 53R/Toilet
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1988 F SB3000 Van Hool Alizee SH, 49R/Toilet
1987 E SB2300 Plaxton 3200, 55R, air conditioned
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
1987 D DAF SB2300 Van Hool Alizee 'H', 49R/Toilet
1987 D DAF SB230LB Duple 340, 53R
1987 D VAN HOOL T815, 51/Toilet
1986 C DAF MB200FL Plaxton 3500, 51R/Toilet
1985 B SCANIA K113 Plaxton 3500, 53R
1983 Y SCANIA K112 Jonckheere P50, 51R/Toilet
1983 Y DAF MB Plaxton 3500, 49R/Toilet

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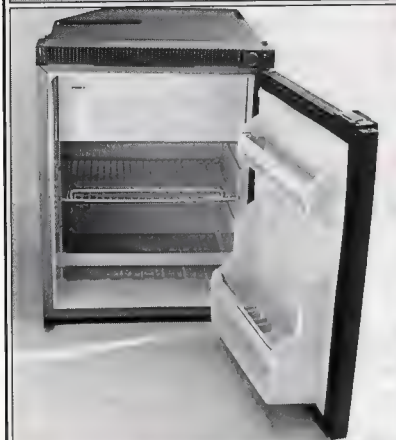
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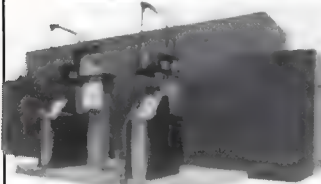
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LETTER OF THE WEEK



Time for VI to go

From anon

As one of those checked in Operation Tourist I would like to comment on your editorial 'Success, but...' (CBW, 15 June).

Upon arrival at the services, I was approached by two policemen, and a vehicle inspector. They told me they were going to check the coach, tacho's etc.

Everything went well, until the brake light check - the lights were not working.

I got under the coach and within four minutes I had found the fault. The wire at a connector had come out, so I plugged it back in, taped it up, and it worked perfectly. Meanwhile the inspector had made out a prohibition notice, banning me from moving the coach. With 49 irate passengers, the prohibi-

tion was eventually removed. But the coach had to have a new MOT within 10 days.

On arrival back at base, it was taken straight into the testing station, and it passed first time.

My point is, yes it was a defect (this could have happened at any time), yet it is a mark against the company, and a score for the Ministry totals of coaches taken off the road.

I think the time has come for the VI to go, and the testing be taken up by private garages, with authority to make roadside checks. After all, most of the inspectors are not qualified mechanics - they don't have to be - and a lot of common sense comes into it. I have a Higher National Certificate of Engineering, and yet a vehicle examiner has more power to dictate safety. From the book on

Write to: The Editor
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Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie first name and surname), address and telephone number



Letter of the week wins a Corgi Classics model bus

checks he has to go by, a lot of it is down to discretion.

Name and address supplied

Recycling fashion

From David Holladay

Was South Wales Transport first with bikes on UK coaches (CBW, 25 May)?

Might I suggest that Clause 7(d) 'Bicycles will be carried on suitable vehicles at the driver's discretion' of the old SMT Conditions of Carriage, and the ample boot lockers on the old Y and T type coaches, have served Scotland since the early 1960's, if not even further back with their precursors.

I have increased loadings by 50 per cent on some early morning rural services, and we have had up to four bikes on a bus (eight per cent of full loading) on occasion. Good current routes are from Edinburgh to the Borders (SMT/Western 100), and a few surviving Y and T rostered routes in Fife and the North East. Even coach drivers - wise to the likes of Eastbourne with a 4.5 mile hike from the hotel to the coach park - often fling a bike in to pedal out after breakfast.

The potential for new markets is there, with the C2C cycle route (Whitehaven - Sunderland) being deluged with enquiries (7,500 from its featuring as the BA World Tourist Attraction in 1996). Many want to travel to or from their trip by public transport, and with the dearth of railways en route, this means the bus. This year the routes from Inverness to Carlisle, and Holyhead to Cardiff are also being prompted with

maps, and any way of avoiding a bike ride along the A74 (near enough suicide) is sure to be welcomed.

From research and practical experience I am working with Sue Hall of the Cyclists Tourist Club, to keep their register of operators up to date, and with Cycle Challenge bids we expect soon to test the rapid loading bike on bus (front) racks, as part of the requirements for the Dtp Vehicle Inspectorate, prior to on-road trials.

As an alternative the provision of secure all-day cycle parking for bus stations, at sensible cost, is another widely popular UK solution, covered in the TRB 'Report Bicycles and Transit' published in 1994, and descriptive of the various schemes operating and the benefits and shortcomings.

As an aside I am researching anecdotes - and history for the old faithful Y

types, which all the former SMT companies continue to turn out in smart and clean livery, albeit that of their new owners, or an advertiser. Let me know of any fond memories or historic events in the life of the bus - which appears on

the Scottish postcard as regularly as a Routemaster in a London scene.

Meantime my folded Brompton (600 x 600 x 300 mm) in its bag is a regular sight on Citylink, Silver Choice, and other services around the UK, as I do my little bit for cultural change.

David Holladay
Transportation Management Solutions
Glasgow

Coach and Bus Week ending 13 July 1996



Franchising enthusiasm

From Roger Sexton

As a firm believer that franchising of bus services should replace deregulation, I was heartened by the Cowie takeover of British Bus.

Both the remarks of the Cowie chief executive and the success of Grey-Green franchised operations in London seem to indicate that Britain's third largest group would be perfectly happy to operate under a franchising regime.

What then of the attitude of the two largest groups? I note with considerable interest that both Stagecoach and Firstbus are bidding for SWEBUS, Sweden's largest bus operator.

On my visits to Sweden I have been impressed by the quality of its bus services, especially the comfort of the vehicles used. In Sweden almost all local public transport is run under contract to regional transport authorities known as "Lanstrafiken". Contracts are "gross cost" and usually last four/five years.

SWEBUS has just lost a large number of contracts in rural Skaraborg to a consortium of 43 small operators trading as "Buss i Vast".

Despite this setback, our two biggest groups wish to enter the Swedish franchised market.

I sincerely hope that they would show a similar enthusiasm for a British franchised market.

Roger Sexton
Senior lecturer in law
Nottingham Trent University

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Eavesway Travel's Mike Eaves set his sights on upping the hire rate for top-quality vehicles, and achieved it. Andy Jarosz talks to this north-western operator

The secret of success



OPERATING a high-specification coach fleet is a difficult enough job in the current recessionary times, but expanding when competition on rates is at fever pitch must be nigh impossible.

If you have a large fleet in the Home Counties with access to top-rate incoming tour work, all well and good.

But to achieve the feat in deepest Lancashire, within a space of less than ten years, has been Mike Eaves' task at Eavesway Travel... which has gone from a steady, if not outstanding coach company, into a growing and thriving high-quality operation with a reputation to match.

Eavesway Travel was recently in the news when it took delivery of a Van Hool-bodied executive coach specially designed as a team coach for Everton football club, with a myriad of accessories and refinements which will be the envy of many exec coach operators (*CBW*, 15 June).

What is not generally known, however, is that the entire Eavesway fleet of 12 coaches boasts

executive

refinements,

with an absolute minimum standard

of recliners, toilet, servery and Continental door applying to all. Three coaches are dedicated to football league team transport, four are air conditioned, and there is a thirteenth coach — an 18-seat Toyota Optimo — which may not boast executive refinements, but is equally popular with customers.

Based in Ashton-in-Makerfield, Greater Manchester, no more than a mile from Shearings Holidays' main depot at Bryn, the family firm is now managed and controlled by Mike Eaves, grandson of the founder, who started the coach firm in the 1930s. Mike's father Ernest still works in the office as does his cousin Phil, and both parents hold a minority interest in the firm.

The grandfather and his brother were both miners, who preferred daylight working with general haulage and coach operation, and the company grew in size, though not necessarily importance, by running contracts, day trips and school trips, as did most companies in those days.

At one time, two depots were owned, and two travel agencies operated. The filling station on the current site was also operated commercially, and some of the long associations with current customers were formed... Everton FC for example, having been continuously served for 25 years.

The real changes came at the end of the 1980s. The fleet size had dropped down to seven, and the fleet mix included DAF, Volvo and Leyland chassis, bodied by three different manufacturers. Mike decided to go for quality, and upgrade the fleet just as the full force of the



Mike Eaves: went for quality and upgraded



economic slump

hit the North West. He focussed on the DAF/ Van Hool combination, with every new vehicle purchased carrying Alizee bodywork.

"The thinking behind it was that if we could do the job correctly, with professional drivers, we should be able to charge realistic rates to enable us to invest in a modern fleet," he said. "Hire rates are still not good enough to keep pace with costs, but if you avoid the work that brings in small margins, you're part of the way there." In Eavesway's case, with coach prices up by around 12 per cent in the last six years and hire rates up by around six per cent, better utilisation is the only answer to the widening gap.

Today's fleet consists of eleven Alizee-bodied DAFs, dating back to 1987, with an average fleet age of just four years. The company is evaluating a new EOS for the next six months, with a view to purchasing it if the Alizee goes out of production.

"If they keep building the Alizee, we'll be happy to buy it," said Mr Eaves, "But I'm a bit wary of the T9 Acron, if it becomes a replacement."

While saying that he has an open mind about everything, and is constantly on the lookout for new opportunities, Mike says that there is certain work he will not take on. He gave up working for tour operators many years ago, when rates were being squeezed, and he doesn't take on school trips. He doesn't tender for local contract work, and has not been tempted into trying to run buses.

The ancillary activities have been cut down, with

the Ashton travel agency having been sold to Monks, and the current garage site being sold a year ago. A small ABTA travel agency is operated at the base, where the office is, but the majority of tour and excursion bookings come in from a chain of agents.

The tour programme has been reduced drastically in recent years, with only 12 departures in the 1996, brochure, but there is a healthy, ongoing programme of day excursions, London weekenders and theatre excursions.

Most work is self-generated, with private parties and corporate hires high on the business agenda. Football team coaches and supporters excursions are a long standing mainstay, with Everton, Bolton Wanderers, Tranmere Rovers, Chester and Wigan using team coaches, as do some Rugby League teams.

The biggest growth has come from incoming business work, much of it through Manchester Airport, but other prestige business such as Euro 96 team work is regularly won.

Mike attributes a lot of praise to Hughes DAF for constant support in the supply of vehicles, both for the fleet and for short term hires.

"Their total package of support and back-up is superb," he said. But ultimately, it's Mike's 13 drivers, each with his allocated coach and the service manager, who are the backbone of the success story.

"The real secret of the business is the vehicles," he said. "Take a look at the oldest and then the newest. The passengers can't tell them apart and they are all in fresh-as-new condition."

CBW

'The real secret of the business is the vehicles. Take a look at the oldest and then the newest. The passengers can't tell them apart and they are all in fresh-as-new condition'



NORTHERN COUNTIES

NCT hits the bullseye

NOTTINGHAM City Transport was the first to take delivery of the new Dennis Arrow double decker and now has four fitted with Northern Counties Palatine II bodywork and badged as a Lance, which was the chassis designation before Dennis renamed it for the launch (*CBW*, 11 May).

Two are 80-seat dual-purpose vehicles in Sherwood Forest livery, and the other two have 84 standard bus seats in Notting-

ham's fleet livery of two-tone green and cream.

Alan Murray-Rust, marketing and projects manager for Nottingham City Transport, said: "Although one of the dps has been appearing regularly on the Forest park-and-ride service, the Arrows will not have a specific route allocation but will be interchangeable with our existing Volvo, Scania and Lion double deckers.



BOVA

Another Futura f

by Andrew Jarosz

YT's new coaches says pr

DEWSBURY-based Yorkshire Travel has doubled its Galaxy Holidays fleet with the addition of a second Bova Futura, dedicated to operating continental tours on behalf of the Gloucester-based tour company, which sells its breaks through newspaper advertising.

The purchase follows that of a similar vehicle last year (*CBW*, 26 August), which has proved itself in the last 12 months on exclusive work for the company. The new coach how-

ever, features air-conditioning as well as the Bova Futurair heating and ventilation system, and is powered by the 320bhp DAF engine through a six-speed ZF gearbox.

Proprietor Paul Bell said that Galaxy regularly hired coaches in from operators all over the country, but these two vehicles were operated on a

ALEXANDER

Olympian heights for London United

LONDON United Busways, one of the capital's privatised bus operating companies bought by a MEBO team, has taken delivery of 10 Volvo Olympians with Alexander R-type bodies. They replace ageing Leyland Titans on route 131 between Kingston and Wimbledon.

Chassis specification includes Volvo D10A245 engine which meets Euro 2 emissions and noise regulations

which come into force on 1 October.

Built to London Schedule X requirements, the 9.6-metre bodies can accommodate 74 seated passengers with room for 15 standees. They have single door with split level entry step.

They join LUB's 17 Alexander Royale-bodied Olympians used on London United's Airbus service from central London to Heathrow.





OPTARE

MetroRiders strut their stuff in Limebourne's new livery

Q DRIVE subsidiary Limebourne Coaches has taken on its first LT contracted route in the capital, with the purchase of six 29-seat Optare MetroRiders to take up a five-year contract on the C10 service from Victoria to the Elephant and Castle via Pimlico and Lambeth.

Five of the six, wide-bodied, long wheelbase vehicles are required for weekday services which run from 5am until midnight. Four operate the Sunday

service which starts a little later at 7am.

Project manager Graham Cook said that the MetroRiders were the first to comply with the LT 80 per cent red rule. They are differentiated from other services in the city by the flash of green with gold lining - colours adopted as the new fleet livery for Limebourne's coaches, which have been using dark blue as their dominant colour for the past few years.

or Galaxy fleet

are star performers, oprietor

fixed price monthly contract, with their utilisation decided by the tour operator.

"It's a sign of how the company is growing, that they can now afford to have two vehicles contracted all year round for their tour work, and specify them in their colours," said Mr Bell.

The new coach replaces a six-

year-old Caetano-bodied DAF SB3000, but Mr Bell is no stranger to the type, having operated Bovas over the last eight years.

"If you look after them well, they perform very well, especially on continental work" he said.

Yorkshire Travel now concentrates on bus operation in the Huddersfield area, with 13 buses and minis employed on service work. Only the two coaches are operated, and YT no longer takes on any other coaching work, apart from the Galaxy contracts.



OPTARE

Passengers' delight as Skye-ways 'buys the best'

HIGHLANDS based Skye-ways Coaches of Kyle of Lochalsh has beefed up its bus fleet and Isle of Skye bus services with the purchase of two Optare Prisma-bodied Mercedes-Benz 0405 citybuses.

The company, which has standardised its coach fleet on Van Hool Alizee-bodied B10Ms, has replaced two coaches on the three main routes operated, although some journeys continue to offer through connections on the express services to and from Glasgow and Inverness.

The two Optare Prismas, one of which was the original demonstrator are the first to be owned by an operator in the Highland Region, and have been appropriately regis-

tered N4 SKY and M6 SKY. They operate seven days per week, and now connect with trains at Kyle station, taking passengers directly to the Island rather than letting them walk to the ferry, which has now been replaced by the new road bridge.

Director Alistair MacRae said that some extra runs had been built into the network to make the most of the new vehicles. "We've bought the best, because you get what you pay for," he said. "The passengers are highly delighted with the buses, and we're trying to put the coaching industry in a better light."

Two coaches have been released from local service duties on

the three route network, which links Kyle with Armadale, Armadale with Portree, and Kyle with Uig via Broadford and Portree.



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BEDFORD

BEDFORD, 1986 YNT Plaxton Paramount 3200, 53 seater, tinted windows, excellent condition. **£19,000 plus VAT.** Tel: 01623 650241 or 743845 (Notts). (63828/BE)

1974 DOMINANT I, 53 seats, express doors, Mk IV Dominant front, tested May '97, **£2,000 ono.** **1978 DOMINANT II**, 53 seats, express doors, top sliding window, new gearbox, good engine, tested February '97, **£3,200 ono.** Tel: 01386 792426 or 01386 792349. (64023/BE)

1977 R BEDFORD PJK Plaxton Supreme, 29 seats, power door, Bristol dome, test January 1997, exceptionally clean and tidy. **Offers around £1,750.** Tel: 01226 281239 (South Yorkshire). (64008/BE)

BEDFORD DUPE DOMINANT II, 1980, MoT Feb '97, 45 seater, Express doors, above average condition. **£2,750 + VAT.** Tel: Greys of Ely, 01353 662300. (64004/BE)

BEDFORD, 1977, Plaxton, 53 coach, MoT until August 28th, good contract vehicle, **£1,750 ono.** Tel: 01842 752226 (Norfolk). (64021/BE)

BEDFORD, D reg, YMPS, 35 recliners, aircraft lockers, tables, very clean and tidy, long MoT, **£24,950 + VAT.** Tel: 0121 558 0087. (63925/BE)

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BOVA, 1984 Futura, completely refurbished interior, very smart looking coach, fridge, TV, drinks, wc, bunks, Webasto, Telma, double glazed, long MoT, **£32,000.** Tel: 01268 783878 (Essex). (64006/BO)

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(1986) private plate, 55 seater, Duple 340, new MoT

£35,000 ono

DAF DTSL

1983, private plate, 57 seater, Plaxton 3200, MoT May '97

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FORD

FORD, 1979 Plaxton Supreme IV, out of test, u/s engine, all other spares on vehicle, **£1,500 ono.** Tel: 01842 752226 (Norfolk). (64020/FO)

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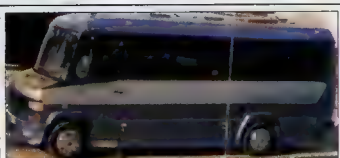
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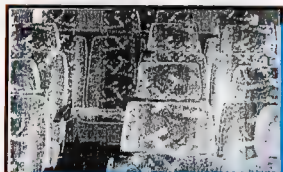
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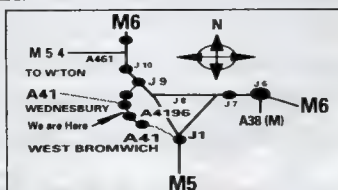
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1993 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/55 seats, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished all white.
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M.O.T. NOVEMBER 1996

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

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M.O.T. FEBRUARY 1997

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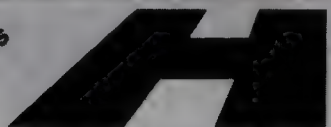
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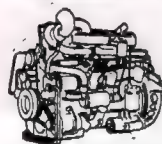
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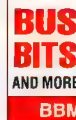
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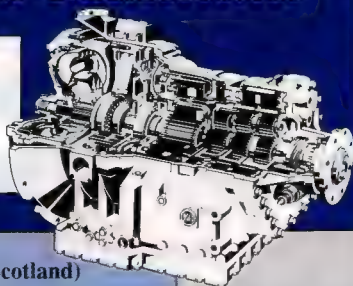
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Coach and Bus Week ending 13 July 1996

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Coach and Bus Week ending 13 July 1996

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(64053/APP)

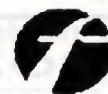
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Appointments & Tenders

Tel: 01733 467144

Fax: 01733 467154

Provincial



The Provincial Bus Company, part of FirstBus Plc, is the major provider of local bus services in South Hampshire operating a fleet of 250 vehicles. We are currently seeking a Depot Engineer for our Hilsea Depot. The Depot is located to the North of Portsmouth and operates 90 vehicles.

The Depot Engineer will be responsible for the day to day operation of the engineering function within the Depot to ensure that the vehicles are maintained to FirstBus and Department of Transport standards. He/she will also be responsible for the Management and Supervision of 25 staff, all aspects of Health and Safety within the Depot and will be required to work within agreed budgets.

The successful applicant will be qualified to City and Guilds Technician part II, BTEC or equivalent, and will be able to demonstrate sound organisational and administrative skills together with experience in staff supervision/management.

In return we offer an attractive salary together with all the benefits that you would expect from a large successful Company.

Please apply in writing with full career details to:

**Les Birchley, Engineering Director,
The Provincial Bus Company,
Gosport Road, Fareham PO16 0ST**

A subsidiary of FirstBus plc

(64051/APP)

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In order to make the necessary contribution required, you should have a good knowledge of transport operations along with previous experience of dealing with the travelling public. Highly self-motivated with excellent communication skills and a pleasant personality, you must be capable of making accurate decisions, often under pressure. This is not a Monday to Friday role, as you will be required to work some weekends, our main operating times.

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Please apply in writing, enclosing full career details,
to: Jane Burke, Personnel Director, Shearings Holidays,
Miry Lane, Wigan WN3 4AG.

Closing date:
26th July 1996.

SHEARINGS

Eastern Counties Fleet Engineer

Eastern Counties, a subsidiary of FirstBus plc, is East Anglia's leading bus company operating almost 400 vehicles from sites in Norfolk & Suffolk.

We are looking for a highly motivated and technically competent Fleet Engineer to report to the Engineering Director with specific responsibility for the maintenance and presentation of our fleet of vehicles. A keen and flexible approach with a pleasant manner will be required to work alongside and support our depot engineers. Key responsibilities will include:-

- Undertaking depot inspections covering vehicles, buildings & personnel, ensuring compliance with relevant legislation and company policy.
- Preparing engineering budgets and implementing and monitoring performance at depots.
- Maintaining regular communications with the Department of Transport.
- Preparing and pursuing warranty claims.
- Overseeing the engineering computer system.

We are constantly seeking to raise standards and improve productivity and you will need a strong commercial awareness in addition to excellent man management skills for this 'hands-on' role.

Ideally, applicants should be suitably qualified skilled engineers from a PCV/HGV background and be able to demonstrate suitable supervisory skills.

An attractive salary package, dependent on qualifications and experience, including the provision of a company car, will be offered to the successful applicant.

If you would like to be considered for this position then please write, with a full CV to:-

John Taylor, Engineering Director
Eastern Counties Omnibus Co Ltd
79 Thorpe Road, Norwich, NR1 1UA

Applications should be received by Friday 26 July 1996.

(63872/APP)



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(63869/APP)

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Please write in the first instance to:
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Tel: 0117 931 1113

(63982/APP)

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Coach and Bus Week ending 13 July 1996

Say you saw it in **CBW**



▼ OBE

Westwell credits his entire team

DR ALAN Westwell says his OBE, awarded in the last round of honours, is acknowledgement of the efforts of his entire team during past turmoil at Greater Manchester Buses.

Now md of GMB North, Dr Westwell received his OBE for services to public transport, having been in the industry since the age of 16, and having helped Manchester turn its bus company from a massive loss-maker into a

profitable and saleable company.

In his working life, straddling bus and public transport companies throughout Britain, he has held the post of president of the Bus and Coach Council, and currently chairs the UITP membership in Europe.

"I am delighted with this honour. It reflects well not only on myself but on the teams of staff who have worked with me," he told *CBW*.

▼ Bus

Top man for new project

Confidential job for Wheeldon

by Mark Williams

ALEXANDER has drafted in one of parent company Mayflower's most talented project managers to underpin new bus projects.

Terry Wheeldon was Mayflower's project manager for the Aston Martin DB7 and technical manager in charge of the MGF sports car, in which Mayflower invested £20 million. His new job at Alexander is being kept confidential

but is expected to play a key role in vehicle development.

"Terry is one of the key figures in the UK automotive industry's design engineering field, and we are delighted that someone with such a successful career history has joined our team," said Bill Cameron, Alexander chief executive.

Sports cars may look different to buses, but the fundamental design and engineering issues are surprisingly similar," says Mr Wheeldon.

▼ Coach and Bus

Sykes political ambition lapses

MINER'S son and former coach and bus dealer Paul Sykes has withdrawn as Tory candidate for the Labour safe seat of Barnsley Central.

The multi-millionaire who latterly helped develop Sheffield's Meadowhall Shopping Centre says

differences of opinion with the party over Europe have led to his decision to pull out, though the local party claims his business interests - supplying computer equipment to banks - have stifled his political ambition.

CBW



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Eire/Europe 1 year	£164.00	Airmail 1 year	£196.00

PLEASE ANSWER THE FOLLOWING QUESTIONS.
YOUR COMPANY DETAILS

1. What is your primary job title?

(Tick one only)

- Owner/Director ☐ 01
 Senior/General Manager ☐ 02
 Engineering/Service Manager ☐ 03
 Other (please specify) ☐ 04

2. What is your company's main business function?

- Bus Operator ☐ 01
 Coach Operator ☐ 05
 Coach & Bus Operator ☐ 02
 Local Government ☐ 03
 Other (please specify) ☐ 04

SUBSCRIPTION ORDER FORM

Coach and Bus Week is the news weekly for coach and bus operators. *Transit* provides vital analysis of, and information on, the UK public transport scene every fortnight. Together they make an unbeatable and invaluable package. All annual subscription rates include delivery by first class post. It is important to fill out all parts of this form. NB: *Transit* is not available on subscription without *Coach and Bus Week*.

3. How many vehicles does your company own/operate?

(Tick all that apply)

- | | Buses | Coaches |
|----------|-----------------------------|-----------------------------|
| 1-5 | <input type="checkbox"/> 01 | <input type="checkbox"/> 10 |
| 6-10 | <input type="checkbox"/> 02 | <input type="checkbox"/> 11 |
| 11-15 | <input type="checkbox"/> 03 | <input type="checkbox"/> 12 |
| 16-25 | <input type="checkbox"/> 04 | <input type="checkbox"/> 13 |
| 26-39 | <input type="checkbox"/> 05 | <input type="checkbox"/> 14 |
| 40-100 | <input type="checkbox"/> 06 | <input type="checkbox"/> 15 |
| 101-400 | <input type="checkbox"/> 07 | <input type="checkbox"/> 16 |
| 401-1000 | <input type="checkbox"/> 08 | <input type="checkbox"/> 17 |
| 1000+ | <input type="checkbox"/> 09 | <input type="checkbox"/> 18 |

4. Do you have responsibility for the recommendation/purchase and/or specification of the following?

(Tick all that apply)

- | | Pur | Spec | Rec |
|--------------------------|-----------------------------|-----------------------------|-----------------------------|
| Vehicles | <input type="checkbox"/> 01 | <input type="checkbox"/> 12 | <input type="checkbox"/> 23 |
| Parts/Spares | <input type="checkbox"/> 02 | <input type="checkbox"/> 13 | <input type="checkbox"/> 24 |
| Oil/Fuel | <input type="checkbox"/> 03 | <input type="checkbox"/> 14 | <input type="checkbox"/> 25 |
| Breakdown | <input type="checkbox"/> 04 | <input type="checkbox"/> 15 | <input type="checkbox"/> 26 |
| Insurance/Finance | <input type="checkbox"/> 05 | <input type="checkbox"/> 16 | <input type="checkbox"/> 27 |
| Fuel Cards | <input type="checkbox"/> 06 | <input type="checkbox"/> 17 | <input type="checkbox"/> 28 |
| Training | <input type="checkbox"/> 07 | <input type="checkbox"/> 18 | <input type="checkbox"/> 29 |
| Venue/Attraction Tickets | <input type="checkbox"/> 08 | <input type="checkbox"/> 19 | <input type="checkbox"/> 30 |
| Ferry Crossing | <input type="checkbox"/> 09 | <input type="checkbox"/> 20 | <input type="checkbox"/> 31 |
| Hotel Bookings | <input type="checkbox"/> 10 | <input type="checkbox"/> 21 | <input type="checkbox"/> 32 |
| Theatre Tickets | <input type="checkbox"/> 11 | <input type="checkbox"/> 22 | <input type="checkbox"/> 33 |
| Other (please specify) | <input type="checkbox"/> 34 | | |

5. What type of work does your company undertake?

(Tick all that apply)

- Private Hire ☐ 01
 Day Excursions ☐ 02
 British Tours ☐ 03
 European Tours ☐ 04
 Local Government Contracts ☐ 05
 Emergency/Breakdown Services ☐ 06

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